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Hongkong, 4th December, 1907. [536]

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The Daily Press.

HONGKONG, JUNE 8th, 1910.

For some time past it has become manifest
that the Chinese Government will take an
early opportunity of again raising the
question of the removal of the extra-terri-
torial clauses in the treaties into which she
has entered with foreign nations. The
question, which is one of salient importance
to Europeans and Americans in China, has
been so fully discussed that little remains to
be said upon it in an abstract point of view.
On the one hand, it may be fairly granted
that there is an inconsistency in recognising
China as within the comity of nations, and
thus entitled to be considered and treated as
an equal with them, while, on the other,
China is denied the right of judicial action
over foreigners resident within her bound-
aries and according to all recognised
principles as applied to civilized nations,
under her jurisdiction. Inconsistent,
however, as this may appear, common-sense
has hitherto sufficiently prevailed in the
matter to cause it to be recognised, not only
by foreign nations, but by the Chinese them-
selves, that the extraterritorial provisions are
reasonable and necessary, and that it would
be impossible to apply Chinese laws, es-
pecially the criminal law, to Europeans. The
plain fact is that though civilized in many
directions, the Chinese have retained a good
deal of barbarism in criminal administration,
even to the extent of still inflicting torture
which makes it impossible for Europeans
in the country to be subjected to such laws.
Even those Chinese who consider that their

own system is in the main desirable, are
sensible enough to know that any attempt
to apply such laws to foreigners would lead
to difficulties, and hence have been willing,
though with reluctance, to accept the extra-
territorial arrangements. At the same time,
the Chinese, not unnaturally, feel that this
state of things is a derogation from their
position as an independent Power; and from
time to time the question has been raised
whether the extraterritorial rights of foreign
nations could not be done away with. The
answer on every occasion has been the same.
"Reform your judicial system so as to secure
reasonable justice to our people and extraterritoriality will be no longer necessary." The
question is, therefore, at the present day,
merely one of plain fact, and it must be dealt
with very carefully upon that basis. Up to
the present, there has certainly not been any
such improvement in Chinese legal procedure
as could justify foreign nations in giving up
the security which they at present have.
To meet this, the Chinese promise a reform
in their judicial system, and no doubt a move-
ment will be made in this direction. This
problem is not an easy one with a people
hitherto so much wedded to "old custom,"
as the Chinese, but, with the forward move-
ment which has of late become manifest,
there is good reason to hope that the task
of reforming their laws, so as to bring them
within European standards, may not be
beyond their scope. Indeed, with the logical
powers combined in the main with common-
sense, which are characteristic of the
Chinese, the task is one, for which, if they
set themselves to work seriously and honestly,
the Chinese are peculiarly adapted. We
may expect, therefore, that before many
years have elapsed something definite in the
way of reform in this direction will be
announced. The change has been promised
within something like three years, but
possibly it might take even longer to devise
a workable scheme. Until this is done, it
would manifestly be unreasonable to expect
foreign nations to give up the extraterritorial
clauses. Indeed it would possibly be rash
to do so, even when a reformed system was
introduced, before ascertaining how such
system was applied. Good laws may be
badly administered; and it is unfortunately
notorious how much unsoundness and cor-
ruption has hitherto characterised Chinese
legal administration among their own people.
The best witnesses on this point are the
Chinese themselves, who have, and certainly
not without reason, been loud in their
complaints. Before the change asked for
can be granted, European nations must be
satisfied, not only that a reasonable code of
laws will be introduced, but that it will be
reasonably and impartially administered.
In insisting upon this, they will be doing,
not an injury, but a great service to China
herself. If there is one thing which the
mass of the people in China would hail with
acclamation, it is such a change in the
judicial administration; and if the existence
of the extra-territorial jurisdiction brings
about this result, they will have every reason
to be thankful that such an arrangement had
been made. As far as foreign nations are
concerned, they would certainly prefer to be
relieved of the responsibilities which the
system imposes upon them, if they are
satisfied that they can forego those respon-
sibilities with the certainty that their
nationals will receive even-handed justice.

A belated mail via Siberia was delivered on
Monday. We understand that the cause of the
delay rests with the postal authorities at Shang-
hai.

Progress on the Kowloon-Canton Railway be-
comes more marked every day. The terminal
at Kowloon Ferry wharf is watched with con-
siderable interest.

Telegrams to Tokyo report that the Japanese
bluejackets took first place, with Argentine
cruisers second, in the international boat racing
competition at Buenos Ayres.

At the Magistracy yesterday Mr. E. R.
Hallifax fined the coxswain of the steam launch
Hui Po \$200 for carrying 94 passengers in
excess of his licensed number.

Overcome by bilge gas, six men (two Euro-
peans) fell into a coffer dam on board the oil
tank steamer Conch of London at Singapore
on May 30th. One European lies in hospital in
a critical condition with a fractured skull.

His Honour the Chief Justice returned to the
Court by the French Mail on Monday and
will resume his office. The Hon. Mr. Ross
Davies, who had been sitting Chief Justice in
the interim, takes up his duties again as
Attorney-General.

While the caretaker was absent, a thief
entered the Chinese temple at Apichia and
departed with the keeper's trousers. The care-
taker hastened to the nearest pawnshop, arriving
in time to find the culprit, wearing his wearing
apparel. Mr. Hallifax at the Magistracy
yesterday sentenced the thief to two weeks
imprisonment and six hours' stocks.

On the 25th ult. seven Japanese newspaper
editors left Yokohama for China. They will
stay in Shanghai for some time and then make
a trip of investigation along the Yangtze.

The total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 21st May amounted to 19,050.49
tons and the sales during the period to 23,630.60
tons.

At a Magistracy yesterday Mr. J. R. Wood
fined a passenger from Canton by the s.s. *Honam*
\$250 for being in possession of a quantity of
opium. Another native who was arrested on the
steamer *Hoi Ming* with five table of the
drug in his possession was fined \$45.

The *Daily Mail* publishes the final scores in
the Empire Shooting Competition. The leaders
are Granville College (New South Wales), 816;
North London Rifle Club, 810; The Malay States
Rifle Club are 31st, Hongkong 85th and Penang
115th.

Rear-Admiral H. P. Williams, who has been
appointed successor to Rear-Admiral Sir
Douglas Gamble as Commander-in-Chief of the
Turkish Fleet, was appointed Commander in
charge at Hongkong in 1905. During his active
career he has been Naval Attaché in Russia,
Turkey, Norway and Sweden.

Two Chinese, appeared before Mr. J. R.
Wood at the Magistracy yesterday charged
with being in unlawful possession of three tubes
of oil. Mr. Keider Harris (of Messrs. Wil-
kinson & Gird) appeared for the defendants,
and the hearing of the charge was adjourned,
hall being allowed in the sum of \$40 each.

An Italian named Filippo Boaris, who is
being conveyed to Italy to answer a charge of
murder, was brought before Mr. E. R. Hallifax
at the Magistracy yesterday on an extradition
application, and was committed to goal pending
the decision of His Excellency the Officer
Administering the Government.

A native who was descending the gangway
of the s.s. *Kwong Sang* with a bundle of clothing
on Monday night was detained and questioned
by a watchman. While so delayed another
passenger left the steamer and claimed the
bundle as his. The man who was departing with
it appeared before Mr. J. R. Wood at the
Magistracy yesterday, and was sentenced to three
weeks' imprisonment and four hours' stocks.

The Japan Chronicle learns that the Depart-
ment of Agriculture and Commerce has under
contemplation a proposal to enact a law for the
prevention of dishonest practices in business
competition. The matter is now being investi-
gated by the Patent Bureau, and a Bill is to
be introduced to the Diet in the coming session.
The object of this legislation is to protect the
reputation and credit of produce, and manufac-
tures, to prevent the false declaration of
producing places or names, and to check other
fraudulent practices, such as selling goods by
utilising the credit or reputation of others.

The question of an extension of irrigation
works has been discussed at great length by the
Provincial Assembly of Hunan. At present
wooden pumps worked by hands and feet only
are used, and it is considered that a saving of
time might be effected if more modern methods
were adopted. Windmills have been suggested
and also pumps worked by oxen, but the general
opinion is in favour of the use of electricity.
The scheme is now being investigated by the
Provincial Assembly, and some form of simple
machinery could be purchased abroad which
would meet requirements. The scheme has not
yet taken concrete form, but there is an evident
desire for improvement.

An Indian constable who was on duty in
Canton Road, Kowloon, on Monday night, seeing
an Annamite approach with a bundle under
his arm, walked towards him. The man from
Annam dropped the bundle and ran, but was
overaken by the policeman, and with his bundle
was taken to the Police Station. There the
bundle was found to contain four rifle barrels
and a number of cleaning rods. The Annamite
was charged before Mr. J. R. Wood at the
Magistracy yesterday with being in possession
of arms without a permit, and admitted that the
arms had been given to him by a friend whose
acquaintance he made in Yunnan, and whom he
was now going to China to visit. The hearing
of the case was adjourned.

A further extension of the Navy is to be one
of the principal questions in the next session of
the Japanese Diet, and the various political
parties are said to be making preparations to
begin investigations into the question
of armaments. We learn that the Con-
stitutionalist party has decided to appoint a
committee to carry out investigations into the
position of the Navy, from a financial and
diplomatic point of view. Constitutionals
generally maintain the necessity of a further
extension of the Navy, but hold that the time
for and extent of the increase should be
carefully considered. As to the Army, they
deem it expedient to maintain the existing
standard, but are considering a readjustment.

Messrs. Thomas Robinson & Fong, Limited,
of Rochdale, against American, German, and
other British competitors, have secured the
whole of the large order for woodworking
machinery required for the equipment of the
new workshops now in course of construction
for the South Manchurian Railway at Shinkai,
near Dairen. The order consists of three
distinct plants: the woodmill plant for breaking
down timber from the log into boards and
scraplings, and preparing and manufacturing
the heavier timber for railway carriages and
wagons; a plant for the lighter wood and in-
terior fittings; and a pattern shop equipment.
In addition, a shavings and sawdust collecting
installation is to be provided in each department.
Electric motors will provide the motive power.

A German firm in Brunswick has received an
order for the entire equipment of a bootmak-
ing factory in the north of China. One of those
interested in ordering the machinery is the
Mayor of the province.

A scheme is on foot among the business
men of Tokyo for the establishment of an auto-
mobile manufacturing company in Tokyo. The pro-
moters are now conducting negotiations with the
Automobile Factory at Sankooko, Shiba, Tokyo,
with a proposal to purchase its business rights.
It is stated that the scheme is backed by the
military authorities, and that Lieut-General
Nagata is keenly interested in the matter.

Singapore, which has been called "The
Gate of the Pacific," will greatly benefit from
the change in naval organisation in the Far
East, writes a correspondent of a London
newspaper. Its immensely strong strategic
position will be greatly enhanced by the com-
pletion of the great docks of the Tanjong Pagar
Dock Company, owing to the facilities for
docking and refitting they will give not only to
the mercantile navy, but to the ships of the
Royal Navy. The largest dock will be able to
take the latest Dreadnought and have some-
thing to spare above and below. Should naval
matters develop in that direction Singapore may
become the headquarters of the Eastern Fleet.

Mr. Cheung-Chang Lin, of Ningpo, China,
says on an exchange, delivered a lecture on the
3rd ult. at the St. Stephen's Public Library.
Mile-end, on "The Industrial Development of
China." Mr. Lin, who is a student of
Sheffield University, said that if Great Britain,
the kingdom of liberty and fair play, with its
vast Empire, and China, a country of immense
natural resources and a hardworking people,
would, without prejudice, assist each other, they
would together make a powerful engine of
progress in the world. Surely it was time for
both countries, which in the past had much
bitterness and trouble through misunder-
standing, to try to understand one another
better.

MACAO.

(FROM OUR OWN CORRESPONDENT).

MACAO, June 6th.
THE ICE FACTORY.

Our correspondent was misinformed when he
reported that the Macao Ice Company had
closed its doors. We are informed by the man-
aging proprietor that such is not the case. The
company has no intention of closing its doors
or transferring the factory to Canton, where,
however, a new company is being floated. The
Macao Ice Company continues its business as
before.

OBITUARY.

The death took place yesterday afternoon of
Dr. Francisco Xavier Pereira, bachelor of law,
at the early age of twenty-six. He was a career
of much promise. He had studied and practised
in Portugal, and he had the distinction of being
the youngest chairman of the Real Senado.
During the two years he held that office the
public had little cause for complaint, and his
sense of duty permeated the administration.
His loss is greatly felt, and when the news of
his death became known his residence was
crowded with people of all classes tendering
their expressions of regret. The funeral takes
place this afternoon.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the
Happy Valley from the 4th to the 6th inst.
with the following results:

CAPTAIN'S CUP.

J. G. S. Gauden	95-18	77
John Johnston	85-4	81
Captain Spicer	92-9	83
M. A. Murray	91-5	86
S. H. Dutton	133-18	115

FOOT.

M. A. Murray	85-5	78
A. W. W. Walkinshaw	79	scr.
R. O. Hutchinson	82-1	81
J. Hooper	105-18	85

* Winner of Cup.
† Winner of Foot.

JAPANESE TRAINING CRUISERS.

The two cruisers *Asa* and *Soya*, belonging to
the Japanese training squadron, arrived here
yesterday from Singapore and saluted the port
and the flags of the warships in the harbour.
In the afternoon Rear Admiral Iijima, who was
accompanied by Captain Sato (Asa) and Captain
Suzuki (Soya) and his flag lieutenant called on
His Excellency the Officer Administering the Govern-
ment, being met by a police escort and conducted
to Government House, and later the call was
returned by His Excellency.

(An unfortunate hitch occurred in connection
with the arrangements for the reception of the
Admiral. He was to have been received by a
guard of honour furnished by the Buffs, accom-
panied by the band, but owing to some mis-
understanding the guard did not arrive until
after he had gone. Then the soldiers waited
for some time before the officer in charge learned
that the Admiral had already landed. His ex-
cellency, however, did not visit the Tanko Dock
yard and will afterwards visit the Indian
company's wharf at Kowloon. At night Mr.
Conrad Funston will entertain the Admiral and
his officers to dinner at his residence.)

To-morrow Mr. Funston will entertain the
junior officers to dinner at his residence, and
on Friday the Japanese Club will hold a recep-
tion in honour of the visitors. At the recep-
tion, which has been kindly placed at the
disposal of the visitors, "Specta" will take
place, and an interesting programme has been
arranged.

It has originally been arranged that the
cruisers were to remain a week here, but it is
understood now that they will leave on Satur-
day, and proceed to Hankow, Shanghai, and
Peking.

TELEGRAMS

(Protected by the Telegraph Message
Copyright Ordinance, 1884.)
REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."

HAGUE ARBITRATION COURT.

LONDON, June 6th.

Reuters' correspondent at The
Hague telegraphs that at to-day's
session of The Hague Arbitration
Court Sir Robert Finlay, K.C., open-
ed the case for Great Britain in the
British American North Atlantic
fisheries dispute. He gave a lengthy
exposition of Great Britain's rights
under the Treaty of 1818 to control
the fisheries.

POLITICS REVIVED.

LONDON, June 6th.

A meeting of the Cabinet took place
this afternoon, after which Mr.
O'Connor (probably Mr. T. P.
O'Connor) had an interview with Mr.
Lloyd George.

GERMAN COLONIAL SECRETARY RESIGNS.

LONDON, June 7th.

Herr Dernburg, the German Col-
onial Secretary, has resigned.
His resignation is attributed to want
of sympathy in the reactionary ele-
ments of the Government.

PRINCE FUSHIMI.

LONDON, June 7th.

Prince Fushimi has left St. Peters-
burg, and is travelling overland to
Japan.

BIG SHIPPING PURCHASE.

LONDON, June 7th.

The Japan Royal Mail Steam Pack-
et Company has agreed to purchase
the whole of the Pacific Steam Nav-
igation Company's share capital at a
price of £25 per share.

FROM THE "SINGAPORE FREE PRESS."

MORE RUBBER HORRORS.

AMAZON—NOT THE CONGO.

Correspondence has been published be-
tween the Aborigines Protection Society and
Sir Edward Grey.

The former wrote on May 11th that
nothing in the Congo equalled the horror of
some of the acts alleged in the enforced
rubber collection by a British Syndicate at
Putumayo in the Amazon Valley. The evi-
dence was too revolting to be published.

Sir Edward Grey wrote on May 19th that
the question was engaging the most serious
attention of the Government, who were
communicating with the United States as to
what course to pursue.

FROM THE "N.C. DAILY NEWS."

DEATH OF PROFESSOR KOCH.

LONDON, May 28th.

The death is announced of Professor
Robert Koch, the eminent bacteriologist, at
Baden-Baden, from heart disease, at the age
of 73.

SIR EDWARD SEYMOUR.

On 30th April Admiral of the Fleet Sir
Edward Herbert Seymour reached the age of 70,
and is consequently placed on the retired list of
the Royal Navy. He has had a active and as
distinguished a career as any naval officer since
the great wars. He came to the China Station
in the *Calcutta*, flagship of his uncle Sir
Michael Seymour, and in her afterwards in
other ships served throughout the second
Chinese War. He was in the *Albatross* when
she was sunk in the *Albatross* action
off "Chia" Creek, and took part in the
capture of *Chia* and of the *Taku* Forts.
In 1860, being still on the same station,
he earned the silver medal of the Royal
Humane Society by jumping overboard
to save life in the *Albatross* by sharks.
In December, 1897, he came out to China as Com-
mander-in-Chief, with his flag in the *Centurion*.
It will be fresh in the memory that on the
occasion of the great Boxer rising of 1900 he
landed with a strong detachment of British
troops, and took the role of the Lord of Peking,
and that his column was hard hit by the
Boxers, and that he was severely wounded.
For his distinguished services in China Sir Edward
Seymour received the G.C.B. His retirement
gives promotion to Admiral Sir Arthur Fan-
shawe, who relinquishes the command at Ports-
mouth to Admiral the Hon. A. G. Curzon-
Howe.

SUPREME COURT.

Tuesday, June 7th.

IN SUMMARY JURISDICTION.

Before His Honour Mr. F. A. HALLIFAX
(ACTING PRINCIPAL JUDGE).

ALLEGED FALSE IMPRISONMENT.

The trial of the action brought by Wong Fu
Ng, comprador, against Captain A. A. Johnson
of the s.s. *Shau On*, was continued before his
Honour, and the following jury—J. A. T.
Plummer (Chairman), J. A. Hunter and D.
Cooper. The claim was for \$1,000 for alleged
assault and false imprisonment.

Mr. Eldon Potter, instructed by Mr. Davidson
(of Messrs. Hastings & Hastings), appeared for
the plaintiff, while defendant was represented
by Mr. C. G. Alabaster, instructed by Mr.
W. E. L. Shenton (of Messrs. Deacon, Looker
& Deacon).

Mr. Alabaster, in opening the defence, said
that it was an imprisonment was justified he
hoped to show the jury that this imprisonment
was. If the plaintiff wanted damages he should
bring another action. The jury could not give
him the \$60 which he claimed as part of his
legal expenses for employing Mr. Davidson to
do anything of the Police Court. It was quite
true that when a person was wrongfully impris-
oned he could recover any expenses he was put
to in getting himself out. That was so, if he
chose to bring *Hobbs v. Corpe*, proceedings
and out of that he could get costs.

Mr. Potter said his client was entitled to the
\$60 by way of special damages.

His Lordship—Supposing the case goes
against you altogether?

Mr. Potter—Then I cannot recover anything.
Mr. Alabaster said if the defence was justified
the plaintiff would get nothing, but even if it
was not justified he could get no damages.
When a man was brought before a Court and
jury charged with a certain offence, and no
one could bring the same charge against
him, but anybody against whom he brought a
charge could tell the truth even if he repeated
evidence contained in the former case.

Mr. Potter—Does my friend suggest that all
the passengers on board the ship were im-
prisoned?

Mr. Alabaster said a definition of imprisonment
was a person being restrained so that he could
not go where he liked.

Mr. Potter said power was given to a captain
of a ship by Common Law to there and then
take such steps as might be necessary to protect
his vessel.

Mr. Alabaster agreed. A captain was entitled
to enforce obedience to his lawful orders by doing
as much as was necessary to obtain that obedi-
ence and no more. The captain was satisfied in
this case by restraining the man's liberty or
getting him off the ship. If he had gone further
and exceeded the necessary power of punishing
him into irons, there would have been cause
for complaint. The man was in custody on
board the ship, and put himself there volun-
tarily, and all the captain wished to do
was to hold him over to the police. The point
the jury had to decide was whether the
plaintiff obeyed or disobeyed orders. The second
justification was a statutory one under the
Merchant Shipping Act. If a passenger on a
British ship wilfully obstructs and impedes the
crew in the execution of their duty, the captain
is entitled to detain that person until he has
been tried before a magistrate. Anybody
could arrest anybody else to stop a breach of the
peace, and Counsel thought, when the jury
heard the evidence he was going to call, that
they would have no doubt a breach of the peace
had been committed on board the ship.

Referring to the facts, Mr. Alabaster stated
that this happened the early morning of the
25th February as the vessel was approaching
Hongkong. There was a fog and the steamer
went aground just outside Capatsum. Cargo
was shifted, the engines were reversed, and
everything that could be done was done, but
they could not succeed at the time in refloat-
ing the vessel. At about six o'clock a number
of Chinese went up on the bridge—among them
four of the men who were fined at the
Police Court, and two others who spoke in
English—and asked the captain for launch.
The captain was busy in trying to get the ship
off, and had given them a launch he would
have rendered the company liable to pay for it,
and as he considered it unnecessary he refused.
He would tell the jury that the men who ap-
proached him did not say they would pay for
the launch. They went away, but returned in a
few minutes with others, and demanded that the
whistle should be blown. This was denied by
the plaintiff. The captain again ordered
them to leave the bridge, but they were con-
tinually coming and going, sometimes as
many as fourteen or fifteen men. At about
8.20 a.m. the ship was floated off, and as they
passed Green Island the captain hoisted police
flags as a signal for the police to meet the ship.
On arrival alongside the wharf there were no
police there, but the captain did not open the
gates until they came. Then five of the ring-
leaders of this mutinous and terrifying mob
of passengers were given into custody, and one
of them was the plaintiff.

Defendant was then called to the witness
stand, and after giving evidence on the lines of
his Counsel's opening statement was cross-
examined by Mr. Potter. He stated that the
Chinese when they went on the bridge dock,
departed when he waved his hand and asked
them as Chinese gentlemen to go below.

So these mutineers were fairly easily cowed,
were they not?—Yes.

Do you still say they were mutineers?—
Approaching it.

Oh, only approaching it now. You nipped
the mutiny in the bud by simply waving your
hand?—They went away.

You had such control of them that by a wave
of the hand you nipped the mutiny in the bud?
—I wouldn't like to say that.

What steps, other than waving your hand,
did you take to check the approaching mutiny?
—I called the police.

That was a long time after. What do you
suggest was the mutiny?—Their threatening
attitude towards me.

What steps did you take to check the ap-
proaching mutiny?—I had no means at my disposal.
Did you take any steps?—I left them alone.
Then the mutiny stopped of its own ac-
cord?—Yes.

Then I don't think you need trouble much
more about the mutiny. You had firearms on
board?—Yes.

And you didn't think it was necessary either
to use firearms or to call the first officer?—The
use of firearms would not be allowed.

Not even for mutiny?—It would be the last
resource.

But this was not even had enough to involve
the aid of the first officer, who had just disposed
of fifty men?—It was very serious.

But not so bad as that?—No, but it would
not have been prudent to interfere with them
at that time.

The hearing was adjourned.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham, C.M.G. (Vice-President), Hon. Mr. A. W. Bavin (Registrar-General), Hon. Mr. E. A. Hewitt, Mr. A. Shotton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon-Tse, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

REVISION OF INSPECTOR KELLY.

The Head of the Department submitted a minute relative to the revision of Inspector S. Kelly to the Sanitary Department.

Mr. HOOPER—Does this increase the staff, sir?

The PRESIDENT—No. We have been one inspector short since the last inspector was transferred to the office of Import and Export, and I have been endeavouring to get another man, but until the report of the working of the Excise Service came in the Government did not wish to have the vacancy filled. However, on Inspector Bullen going on leave, the staff was reduced to 22 instead of the usual 24, so I brought a certain amount of pressure to bear, and as a result Inspector Kelly, formerly of this department, and no longer being required on the railway, reverted to this department.

The paper was laid on the table.

CEMETERY SITES.

A report was submitted relative to the alignment of the sites in the Colonial Cemetery for the use of the naval and military commissioned officers and civil servants.

The PRESIDENT explained that it was not quite clear from the map prepared which portions had been allotted to the navy, the army and civil servants. Consequently the papers were re-circulated, the committee visited the cemetery and agreed upon the sites, stated in the report. He thought it would be well, as the Vice-President suggested, to fill in the remaining eastern portion before having any burials in the western portion. It seemed to him useless to start in four different places.

Mr. HOOPER thought the committee's report preferable to the suggested amendment, although he did not oppose it one way or another. The idea was that the naval and military should have their respective areas.

The VICE-PRESIDENT said the difficulty that occurred to him was that there was no apportionment made of the balance of space in the part at present used. The part used hitherto had been allowed to lie idle, and he did not see any sufficient reason at the present time for departing from the arrangement which had hitherto been enforced.

The PRESIDENT thought it would be well to continue the use of the present portion of ground for civil servants and to divide the whole of the other plot between the naval and military. This was agreed to.

A PRESIDENT APPLICANT.

An application was considered for permission to use stall No. 56 in the Central Market for the storage of poultry. The application was accompanied by a petition drawn up by a firm of lawyers.

The PRESIDENT said he thought the Board ought not to encourage these petitions, being brought forward. As members would see from the correspondence, it was forwarded by the applicant's solicitors, and the matter was not one to be put before the Board, although they wanted it to go before the Board. He thought they ought to return the petition, as there could be no doubt about section 75. When there was any question which concerned the Board, he thought members would agree that he had never failed to bring the matter before the Board, and he should be glad to have their support regarding the returning of the petition, which was quite unaltered for. The applicant first went to the speaker, and not being able to get what he wanted, he adopted these tactics.

Mr. HOOPER did not agree that any petition addressed to the Board should be returned without the Board seeing it. He thought, if it was addressed to the Board, that members should be judges as to whether it should be returned and he did not like the way the President put it. He thought an answer should be sent saying the Board had considered it, but he not think they should allow that the Department should be judges as to whether a petition to the Board should be returned and not brought to the notice of members. He could conceive such a petition, notwithstanding the section to which the President had referred. He would draw members' attention to page 115, the first market bylaw, and these bylaws were made by the Board. The one to which he referred stated that market stalls should be classified and set apart by the Board for the sale, respectively, of certain foods, therefore he contended they had a direct interest. If the Head of the Department was to say he was going to let one of these stalls for a purpose other than contained in the bylaws, and so return a petition, he would be out of order.

The PRESIDENT—That is not the point. It is not a question of whether we are going to let it for poultry or anything else. I inform it of the applicant who applied that he could not get it, and when I informed him that it had to go up to tender to be arranged later on, he then sent in this petition. I am not raising the question of whether we shall let it for the sale of poultry or anything else, as that is certainly a matter for the Board. But the applicant says, I want this stall; I cannot get it from the Head of the Department, therefore the Board should let me have it.

Mr. HOOPER—If you have carried out the Ordinance and put it up for sealed tender I would say at once that the applicant should be informed that the Board cannot deal with it.

But I say we should not allow the Department to return petitions addressed to this Board without our seeing them.

The REGISTRAR-GENERAL—Has that been suggested, sir?

The PRESIDENT—I don't think so.

Mr. HOOPER—I understood you to say so.

The REGISTRAR-GENERAL—I said the petition was before the Board, and suggest now that it should be returned.

Mr. HOOPER—I think an answer should be sent.

Hon. Mr. HEWITT did not suppose the President contemplated sending a petition back without an answer, but their position seemed very clear indeed from the Ordinance. The applicant might or might not be justified in sending a petition to the Board, but if he did they could only return it, and he understood that that was the President's proposal; the petition had been sent in, and he understood it was the President's idea to return it, but not discourteously.

The REGISTRAR-GENERAL—Yes.

Hon. Mr. HEWITT—I am perfectly correct, and I don't see any objection.

Mr. HOOPER—When I referred to the bylaw I thought the President was laying down a general principle that we could not deal with any petition.

The REGISTRAR-GENERAL—In this petition the man says he wants a stall, but so far he has not succeeded in getting it because the Head of the Sanitary Department would not let him have it.

Mr. HOOPER—I quite support you.

The REGISTRAR-GENERAL—I think we are all agreed that the Board is unable to entertain the petition.

Mr. HOOPER—Yes, I quite agree with that.

Members decided that the petition should be returned.

A QUESTION OF RELIGION.

An application was made to the Board by Mr. Chan Wing To for permission to bury remains in the Protestant Cemetery.

Mr. HOOPER—As there is no proof the deceased was a Christian we have no power to grant it. The fact that the deceased was buried at Caroline Hill indicates she was not a Christian.

Hon. Mr. HEWITT—In view of the very limited space in the Protestant Cemetery, I consider no Chinese should be buried there unless clear proof is brought forward that they were practising Christians during their lifetime.

Mr. LAU CHU PAU—Is there not a site set apart for the burial of non-Christians?

The REGISTRAR-GENERAL—I think we might assume they were Christians, as the application is made by a Christian. We cannot inquire into the religion of every person who has to be buried in the Cemetery. I assume my grandmothers were Christians, but I can give the Board no proof without a very great deal of trouble and inquiry.

The REGISTRAR-GENERAL said this was a question of whether members decided to adopt the report of the committee. The committee decided that this applicant should be told that the remains buried at Mt. Caroline at present must not be removed to the Colonial Cemetery. He was afraid that since the laying out of portion of the Colonial Cemetery for Christians the question would arise now in the case of Chinese and others as to whether they were Christians or not, and he did not think that because these Chinese were Christians, their forefathers necessarily were. The fact of the mother being buried at Mt. Caroline seemed to imply that she was not, otherwise she would have been buried in the Colonial Cemetery. He thought the onus of the truth as to whether they were a race of Christians lay with them. If the applicant could satisfy the Board, they had no right in refusing.

The VICE-PRESIDENT—Apart from the question of religion it seems to me that it would be undesirable to allow any general practice of removing remains interred in one cemetery to another cemetery. I think that once an interment has taken place there should be very grave reasons for disturbing the grave, and I move that the application be refused.

Hon. Mr. HEWITT seconded.

The REGISTRAR-GENERAL—I think, sir, the fact is that the applicant already has a grave site in the Colonial Cemetery, and he does not wish to encroach on any other ground.

The REGISTRAR-GENERAL—I am not aware that he has.

The VICE-PRESIDENT—It is very exceptional if he has.

The REGISTRAR-GENERAL explained that this application was brought about through portion of the new terrace in the Mt. Caroline Cemetery being resumed and those buried there were recommended for re-burial in section D, where they would practically have an assurance that the remains would not be exhumed. This applicant was not prepared to have the remains buried there.

The REGISTRAR-GENERAL—If the applicant has not a site, I agree that the application should be refused.

The motion was carried.

TOBACCO FROM SCOTLAND.

The possibilities of tobacco-growing in Scotland are such that Mr. W. M. Neilson, who has been carrying out experiments during the last two years, is satisfied that good smoking-mixture tobacco can be grown in that country. He produced considerably more than 400lb. from an acre of three-quarters of an acre last year. During the present year he intends to cultivate an acre of tobacco and persevere with his experiments.

The scene of these tobacco trials is Barrowhill and Queenshill, Kirkcaldyshire. The land is clay loam and very stony, fairly well sheltered by plantations, and on one exposed side by a belt of hump.

"The crop of 1909," Mr. Neilson states, "is not yet sufficiently matured to be fit for manufacture, but the tobacco raised in 1908 has been manufactured by the Irish Tobacco Company, of Dublin, and sent out as the 'Gaelic Mixture,' a blend of Scotch and Irish-grown tobacco."

CORRESPONDENCE.

HALLEY'S COMET.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.)

SIR,—Your readers, as well as the members of the Hongkong C.Y.M.C.A. ought to feel very grateful to Mr. Plummer for his very lucid presentation of many points with respect to Halley's Comet published in your issue of the 13th ultimo, not ordinarily familiar to star gazers. There are, however, one or two more not usually mentioned in the text books which may be usefully added. With regard to the orbit of the comet revolving round the sun may be any one of the conic sections circular, elliptical, parabolic, or hyperbolic. This is only partially true of comets, and astronomers speak vaguely of orbits differing only infinitesimally from a parabola or hyperbola, and yet coming round regularly as if moving in a closed circuit. This requires a little explanation not generally given. The orbit of a comet depends upon its original proper motion with regard to the sun. If it have no proper motion it will, of course, fall directly into the central body; on the direction and velocity of the proper motion will depend whether the path be one or other of the conic sections or even partake of the nature of a spiral.

A body falling from an indefinite distance with a definite proper motion will most likely assume a parabolic path. In its descent it will be continually tending to fall into the sun, but on account of its proper motion the direction of its path will be perpetually changing, and it will be carried past till its arrival at perihelion; past this the forces of gravity will be reversed, the attractive tendency will gradually become less strong, and the comet will recede until it has gained its aphelion. But all this while the proper motion of the comet will be acting, and its aphelion as regards the centre will be on the other side of the axis of the orbit, though at the same distance as before. Other things being unchanged a new fall in the same direction as at first will begin. The orbit in fact is similar to that made by a graviter in the familiar process of engine turning. This is the simplest case; but far more complications may be evolved.

With regard to the composition of the cometary body itself, astronomers are gradually beginning to arrive at some common accord. As Mr. Plummer states, the nearest analogue we can suggest in our present state of ignorance is fire-damp. We know the matter is extremely light—so light in fact that it has eluded all efforts to weigh it. Yet weight it certainly has, because all its motions under the action of gravity are precisely similar to that of even the heaviest under like conditions. But what belongs to a comet as a whole must belong to each individual particle, that is to say, each particle must attract every other particle in proportion to its weight and inversely proportional to the square of the distance, and hence the comet must have mass, and having mass must have its centre of gravity.

When first the cometary body, then, came together in space, before it had come under the influence of external gravity from any other celestial body, it must have consisted of a spherical mass, increasing in density as its own centre of gravity was approached. There is also every reason to believe that the individual particles as they came together would have acquired a motion of rotation round the common centre of gravity. Such at least is the case when particles of air rush into a partial vacuum to form a cyclone, or in a stream of water when we open a plug in the bottom, and so the particles rush together in their efforts to escape.

On the 14th May, for the first time during our customary season of Spring tides, at about 3.40 a.m., I saw Halley's Comet just before dawn, and as it was to make up for its long continued obscurity I was rewarded with an exceptionally clear view. The tail extended in a straight line along the zodiacal stars to a distance of over fifty degrees, and the outline was particularly clear and distinct till the whole mass, nearly two-thirds of the length of the major axis faded into the dawn. As a rule astronomers form the idea that a comet's tail is always turned away from the sun, and the matter of which it is composed is always streaming away in the same direction, have a tendency to draw their comets as fan-shaped, radiating from the nucleus; in the present case the ellipse for two-thirds of its length was perfect, the minor axis being from 4 degrees to 5 degrees across, so that, considering the enormous distance fallen from aphelion, the eccentricity was less than one might have anticipated; but is evidently a function of that of the orbit, increasing in quadratic ratio as the distance from head to tail grows under the lessening distance from the sun. This quite agrees with the suggestion which was published, I believe, for the first time, the other day, by the Director of the Manila Observatory, which had been worked out by myself nearly twenty years ago, that our comet as a whole rotates round the nucleus as the focus of an ellipse. This disagrees with the notion that at perihelion the tail of the comet is whirled round through many millions of miles in the course of a few hours, of which there does not seem any recorded evidence. What does happen is that the entire comet approaches the sun in its orbital path, and that at the perihelion the centre of gravity leaves the forward focus, and passes to the after. This is quite in accord with the laws of planetary movement—the comet itself being a microcosm of the entire Solar system.

But if, as the suggestion of the comet being a rotating body necessarily involves, the nucleus and centre of motion be also the centre of gravity, we must believe that one half of the entire mass composing the comet is contained in the almost infinitesimal space in front of the nucleus, while the other half is distributed through the tail. The law here, according to the universally recognised laws

of motion being that while each individual particle will pass over equal sectors in equal periods of time, each equi-angular sector will contain an equal mass.

We have little or no evidence to prove that cometary matter is self-luminous; but we have much to indicate that many of the presumed phenomena, e.g., double or multiple tails, are merely the result of reflection. We can see much the same effect in smoke rising from a peat fire. The curious resemblances seen by many astronomers in their drawings of the coma, may again be paralleled in the reflections from the brightly-turned end of the trunnion of a well-kept gun, or the nave of a rapidly-revolving wheel. But there are a few cases, as at Johannesburg a few months ago, where, owing to the excessive condensation, and the consequent friction of the particles of the coma on approaching perihelion, the comet has been found to glow from its own light so as to be visible in daylight.

Mr. Plummer records his experience of an encounter with a comet on the 13th November, 1866. A similar, but apparently otherwise unrecorded appearance occurred at Shanghai in the early morning hours in November (14th, I think), 1886. Waking up and looking out of a window facing northward I saw the whole of the sky one mass of bright shooting stars, too numerous for calculation, which lasted a couple of hours. I was not at the time interested in the study, and presumed someone else would have noted the phenomenon, so did not at the time record my observations. My own conclusions as to the nature of cometary movements do not, it will be observed, always agree with those generally accepted. They are not, therefore, necessarily incorrect, as yet, except in the growing use of photography, and the spectroscopic, the astronomer possessed of the most powerful instruments is little in advance of one equipped with the simplest of binoculars, or the naked eye. We have to wait, with confidence, however, for future developments.

THOS. W. KINGSMILL.

Shanghai, June 6th, 1910.

PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Canton, 6th June, 1910.

SIR,—With reference to "Sense's" letter in your issue of June 6th, may I be permitted to enquire why he assumes that it is merely Christian prayers that are responsible for the beneficent rainfall? Is "Sense" one of those Christians who sneer at the prayers for rain offered up by Chinese officials in various parts of the Empire as superstitious absurdities, while regarding his own devotions as sacrosanct?—I am, yours faithfully,

COMMONSENSE.

PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—"Logic" seems quite annoyed that rain has come, and I suppose he argues its advent is in spite of prayers and not because of them. If "Logic" is English (which I much doubt), he will remember the mysterious case of Miss Hickman, the lady doctor, who disappeared in London one day about seven years ago and could be found nowhere for many weeks. Special prayers were then offered at St. Margaret's, Westminster, for direction, with the result that the dead body of the unfortunate young lady was discovered in a clump of the trees "far from the beaten track" in Richmond Park within 45 hours of the direct appeal to the Almighty to solve the mystery.—Enclosing my card, I am, yours faithfully,

VERB-SAP.

THE SUNKEN "DEWEY."

While one side of the drydock Dewey is practically afloat or lightly resting on the bottom of Subig Bay the other side is 14 feet in the mud, and how to get her out of it is a proposition the naval authorities cannot solve easily.

"We can get her out," said a naval man to a *Cable News* American representative, "but it will be a long and tedious job. One side of her could be easily floated now, but that would do her good while the other side is in the mud."

It is understood that the divers who have been hard at work on the dock during the past two or three days have attempted to dig away some of the mud in order to get at the valves on the sunken side of the dock, without success. The compressed air pumps, of which there are now three at Olango, will be relied upon entirely to get the water out of the tanks. Two shafts in each hullhead of the tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the *Dewey* being stuck so deeply in the mud the work of raising her would not be particularly difficult.

In speaking of the possible cause of the accident a high official of the Navy said:

"There is no one up to the present time who actually knows just how the drydock *Dewey* sank. There is considerable conjecture, but the most likely explanation is that one of the pipes connected with the dock may have broken or the water may have leaked in through faulty valves. The theory of corrosion does not seem possible, because a year ago it is understood the valves were overhauled completely and before that had been in perfect condition for two years without being altered. The only way the dock can be stuck, one to allow the compressed air pumps, one to permit the water to flow out, will be relied upon entirely to get the water out of the tanks. Two shafts in each hullhead of the tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the *Dewey* being stuck so deeply in the mud the work of raising her would not be particularly difficult.

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WRIGHT AND GEM'S "PREMIER"

SCOTCH WHISKY—just the same as you get at home in Scotland.—Adv.

SHIPPING NOTES.

The Yokohama office of the C. P. R. is in receipt of a wireless message from the R. M. S. *Empress of China*, which left Vancouver on the evening of the 25th ult., reporting all well and that the Commander expected to reach Yokohama at 6.00 p.m. yesterday. At the time the above message was despatched the steamer was 700 miles distant from Japan.

The Yomurti urges the authorities and citizens of Tokyo to speedily start the work of constructing a harbour for Tokyo, irrespective of whether or not the proposed Tokyo-Yokohama canal scheme is taken up. In a few years the Panama Canal will be opened to international traffic, and as a result a good deal of the shipping will be transferred from the Atlantic to the Pacific. It follows, therefore, that merchantmen will flock to any port in Japan where the accommodation is perfect. Facing Tokyo Bay, the capital of Tokyo will be converted into a splendid harbour, and there is every reason to believe that the construction of a harbour in Tokyo will directly benefit the commercial world in the capital, as much as two million tons of goods being transported from Yokohama to Tokyo each year. The Tokyo Journal holds that even if a foreign loan has to be raised, the work of constructing a harbour in Tokyo, which is estimated by some to cost Y.38,700,000, should be started without delay.

In the Yokohama District Court, on the 18th ult., the hearing was resumed of an action instituted by the Kito Gomei Kaisha against the Pacific Mail Steamship Co., claiming damages arising out of a fire on a lighter used for landing cotton for the plaintiff firm from a P. M. steamer. Mr. Ikeda appeared for plaintiffs, and Messrs. Akiyama and Ikeda for defendants.

In reply to the claim of plaintiffs, reports the *Japan Gazette*, counsel for defendants contended that the steamship company was under no obligation to pay damages, as plaintiffs had already been reimbursed by the insurance company concerned, in the form of an advance in accordance with the provisions of a special contract concluded between the plaintiff firm and the insurance company.

The hearing was adjourned to June 3rd, when the copy of a similar contract concluded between an Osaka firm and the same insurance company will be produced to the Court by Counsel for plaintiffs.

The returns of shipping and tonnage which passed through the Suez Canal in the years 1907, 1908, and 1909 have been issued as a Parliamentary paper. The returns show that the net tonnage for the past year was increased by 1,774,244 tons as compared with that of 1908, and by 679,093 tons as compared with that of 1907. The increase in the net tonnage had the effect of increasing the gross receipts, which amounted in 1909 to the highest sum ever reached, viz., £120,642,677, as against £108,452,235 in 1908, and £116,000,096 in 1907. The number of vessels which passed through the Canal was 4,267 in 1907, 3,795 in 1908, and 4,239 in 1909, of which 2,651 in 1907, 2,235 in 1908, and 2,561 in 1909 carried the British flag. There was an increase of 1,289,585 tons last year as compared with 1908 in the tonnage of British vessels, which amounted to 9,495,868 tons in 1907, 8,302,802 tons in 1908, and 9,592,387 tons in 1909. During the same period the tonnage of German vessels increased from 2,553,651 tons in 1907 to 2,310,507 tons in 1908, and to 2,381,681 tons in 1909. The percentage of British vessels and their net tonnage increased in 1909 in comparison with 1908, being 60.4 and 62.3, respectively, as against 58.8 and 60.9 in 1908 and 62.1 and 64.5 in 1907. The percentage of German vessels and their net tonnage was 14.2 and 15.5, respectively, as compared with 15.4 and 16.9 in 1908 and 13.6 and 15.3 in 1907, while the percentage of net tonnage of the other maritime nations using the Canal in 1909 remained practically stationary as compared with the preceding year.

The directors of the Peninsular and Oriental Steam Navigation Company announce an interim dividend at the rate of 7 per cent. per annum on the deferred stock of the company for the half-year ended March 31.

The Nippon Yusen Kaisha has made an arrangement with the South Manchuria Railway under which they will be able to issue through bills of lading for the under-mentioned places in Manchuria:—Liaoyang, Fengtien (Mukden), Tieling, Kaiyuan, Changchun, Kwantung, and Chien-ching-shan. Shipments for the aforementioned places will go by steamers of the following lines:—Yokohama-North China Line, twice a month from Yokohama, Kobe-North China Line, weekly from Kobe, Korea-North China Line, four-weekly from Kobe.

A company is being formed in Tokyo to construct a canal between Tokyo and Yokohama so as to enable lighters to avoid a dangerous voyage between these places.

Shipowners have followed, with a great deal of interest, the Board of Trade inquiry into the loss of the *Thistlemore*. The catastrophe, which involved considerable loss of life, appeared to them to challenge the effectiveness of the coast-guarding arrangements on our coasts to a degree which required close scrutiny. On this score there is certainly nothing to complain about, for, while the inquiry was in part directed to the circumstances which rendered the *Thistlemore* unmanageable in the gale, which prevailed, the alleged defects in the coastguard service were thoroughly examined. The result is a finding that the *Clovelly* lifeboat arrived on the scene of the disaster too late, simply through the hesitation and want of initiative on the part of one coastguardman and the gross neglect of duty of another.

The court of inquiry holds that the system of coast-guarding on the dangerous North Devon shore is "good as far as it goes," but it suggests that it should go further, and that the coast-guard should be increased, if necessary, to secure patrolling in rough weather, where practicable. This reads like a rather definite challenge of the policy of the Admiralty in steadily reducing the coastguard of recent years. In this respect, therefore, the finding is important. But it will also have the effect of enforcing attention to the point that this question of coast-guarding, although primarily a Board of Trade matter, is undertaken voluntarily by the Admiralty, so that the Board of Trade has no real control of the arrangements. It would seem probable that the *Thistlemore* catastrophe will eventually in a reconsideration by Mr. Buxton of the whole question of coast-guarding.

Since the recovery of his Majesty's ship *Gladiator*, which stranded off Yarmouth, Isle of Wight, after collision with a liner, no similar operation has been attended with greater interest than the effort to rescue the stranded Atlantic Transport liner *Minnehaha* from the embrace of the rocks at the Scillies. The success which attended the renewed attempt must be largely credited to the sagacity of the Liverpool Salvage Association, whose officials have had great experience in this class of work. The *Ranger*, the salvage tug used once more on this occasion, was at an earlier stage of her career a British gunboat. Built of wood, she is well able to stand up against the jagged plates of a wounded vessel. The *Ranger*, by the way, is a sister ship of the *Condor*, with which a famous exploit of Lord Charles Beresford is associated.

According to a Cherbourg journal, a new combination in Transatlantic shipping is in contemplation. This is the amalgamation of the French Compagnie Generale Transatlantique and the American Line. The boats of the new amalgamated service would fly in some cases the French flag and in others the Stars and Stripes. The financial reason of the proposed combination is the necessity of competing with the Cunard, the Hamburg-American, and the North German-Lloyd, which outstrip the French company now in speed by from twelve to twenty-four hours on the crossing. The report of the amalgamation must, however, be at least premature, even if there be some truth in it. The Compagnie Generale Transatlantique is subsidised by the French Government, and presumably would lose the subsidy by the amalgamation. The French Government would scarcely load financial support to a Franco-American combination flying the American as well as the French flag.

THE PROCLAMATION OF KING GEORGE.

LONDON, May 8th.

On Monday King George V. was proclaimed King of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, Defender of the Faith, Emperor of India.

Through the courtesy of the authorities we were enabled to follow the royal procession from St. James' Palace to the City. Thousands of people crowded the streets, which were lined by troops and police. At Priory Court well-known officials, politicians and Society leaders had assembled by nine o'clock, by which time when the King of Arms, heralds, the Duke of Norfolk, Hereditary Earl Marshal of England, High Army officers, members of Privy Council and Cabinet arrived. It was noticeable the children of the Royal Household, Prince Edward (Duke of Cornwall) Prince Albert, both in Naval uniform, viewed the proceedings from a wall at Marlborough House. As Big Ben tolled four trumpeters sounded a fanfare, all hats were off, and Sir Alfred Scott-Gatty (in his Garter King's attire), supported by the Duke of Norfolk and the Duke of Devonshire, proclaimed at the close of which the Duke of Norfolk shouted in a fine voice, "God Save the King." The band then played the National Anthem, and Union Jacks, which had been previously flying half-mast, were run up to the mastheads, where they remained for the day. The crowd from here down the Mall sang the National Anthem as in one voice. The procession then proceeded in carriages to Charing Cross, where the same ceremony was gone through in presence of a vast throng of people. Before the last word of the Proclamation was read a white-haired man from a carriage raised his hat and called out, "Long Live the King." This was followed by cheers for the King and "Good Queen Mary." It was not until the cheers had died away that the band played the National Anthem. The procession then wended its way to Temple Bar, where the ancient picturesque ceremony which recognises the historic role of the City as a free port was performed. In times gone by, when the Crown and the City had divergent views upon such matters as taxation, the City had occasion to maintain its right to close the City gates against the King's emissaries. The need to exercise that right has happily passed; the gate at Temple Bar no longer remains to be closed or opened. But historic privilege still survives in the form of an ancient custom to be observed on such occasions as this with pleasant archaic form and ceremony.

On arrival, the herald's procession found the city barred by a silken cord stretched across the roadway. Sir John Knill, the Lord Mayor, in his robes and chain of office surrounded by his sheriffs and aldermen, was standing within his own territory on the City side of the Griffin. He had come dutifully to receive the King's emissaries in his State coach. Some of his citizen train, with a fine band of the historic, had arrived in motor-cars. Blunderbuss, Pursuivant-at-Arms, and trumpeters arrived, and the City Marshal challenged, "Who comes here?" Blunderbuss replied, "The Officer of Arms, who demands entrance into the City to proclaim His Royal Majesty George V." The rope was withdrawn, and the Lord Mayor welcomed the Blunderbuss, who read the Proclamation again, and the same ceremony was gone through. A long procession was afterwards formed, and proceeded to the Royal Exchange. Here some 8,000 people had assembled in the streets and on house-tops. On the portico of the building appeared the Lord Mayor and Corporation, Kings-of-Arms, heralds and trumpeters. Somerset Herald proclaimed King George's accession and then the herald in a loud voice called, "God Save the King." A mighty cheer was given and the crowd sang the National Anthem, which was played in turn by the band. The crowd again sang the hymn, and three rackerous cheers were given for the King and Queen.

FORTHCOMING EVENTS.

Thursday, 9th June—Auction of Bafan Coal at their Coal Storage Yard and Godown, To Kwa-Wan, by Messrs. Hughes & Hough, 11 A.M.

Saturday, 11th June—Auction of Assorted Manila Cigars at Sales Rooms, by Messrs. Hughes & Hough, 11 A.M.

SHIPPING.

ARRIVALS.

ALINE WORMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—Chinese.

Aso, Japanese cruiser, Sato, 7th June—Singapore.

CHONGSHING, British str., 1,265, Liddell, 7th June—Tientsin 28th May, General—Jardine, Matheson & Co.

FOOKANG, British str., 1,987, T. A. Mitchell, 7th June—Singapore 1st June, General—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 4,189, Y. Marukami, 6th June—Moji 1st June, Coal—Mitsui Bussan Kaisha.

HAINU, French str., 635, E. de Catalano, 7th June—Haiphong 4th June, Rice and General—Messageries Maritimes.

HAKATA MARU, Jap. str., 6,161, A. Mooker, 7th June—Singapore 1st June, General—Nippon Yusen Kaisha.

KWANGLOO, Chinese str., 1,468, Losovan, 7th June—Shanghai 3rd June, General—O. N. S. N. Co.

KUMANO MARU, Japanese str., 3,147, M. Winkler, 7th June—Nagasaki 3rd June, General—Nippon Yusen Kaisha.

PAKAT, German str., 1,018, J. Weydel, 6th June—Bangkok 30th May, Rice—Butterfield & Swire.

SENEGAMBIA, German str., 3,780, Eckhorn, 7th June—Shanghai 3rd June, General—Hamburg-Amerika Linie.

SHANET, British str., 2,650, E. J. Pottinger, 7th June—Tientsin 2nd June, Salt and General—Butterfield & Swire.

SHAOHUNG, British str., 1,307, McIntosh, 6th June—Shanghai 2nd June, General—Butterfield & Swire.

SILVIA, German str., 6,820, Porcellus, 7th June—Zankow 31st May, General—Hamburg-Amerika Linie.

Soro, Japanese cruiser, Suzuki, 7th June—Singapore.

YFROCHOW, British str., 1,216, D. Frazier, 7th June—Swatow 6th June—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7th June.

Glenturret, British str., for Shanghai.

Hongkong, French str., for Haiphong.

Kwanglo, Chinese str., for Canton.

Kwanglo, British str., for Swatow.

Pleasant, German str., for Bangkok.

Shinshiki Maru, Japanese str., for Moji.

Silvia, German str., for Straits.

Souke Maru, Japanese str., for Swatow.

Suzuki, German str., for Haiphong.

Tungo Maru, Japanese str., for Singapore.

Yuzata Maru, Japanese str., for Nagasaki.

Yingchoy, British str., for Saigon.

DEPARTURES.

7th June.

AMIGO, German str., for Haiphong.

CHENAN, British str., for Canton.

HAIYAN, British str., for Swatow.

HELEN, German str., for Tientsin.

ILYRIA, German str., for Straits.

JAPAN, British str., for Singapore.

KIANG CHING, Chinese str., for Canton.

KWONGSANG, British str., for Shanghai.

MATHIEU, German str., for Haiphong.

NANCHANG, British str., for Swatow.

PAKHOI, British str., for Saigon.

SHANG BEE, British str., for Amoy.

SINGAN, British str., for Haiphong.

TEAR, British str., for Manila.

TOURANE, French str., for Europe, &c.

WESTPHALIA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Yingchoy reports: Moderate breeze and fine weather.

The French str. Hainu reports: Fresh southerly winds and clear weather.

The British str. Fookang reports: Fine weather, smooth sea, light winds, favourable currents.

VESSELS IN DOCK.

June 7th.

Kowloon Dock—Union, St. Enoch, S.M.S. Cornwall, Gloria, John Frontie, Sario Bender, Mancho, Lightning, Itha Verde.

Tai Koo Dock—Suzuki, Tai On, Callao.

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship
"OCEANO."
From Hongkong,
On SATURDAY, the 11th JUNE,
FOR VANCOUVER DIRECT.
To be followed by
SUVERIC ... 18th June.
KUMERIC ... 5th July.
AYMERIC ... 25th July.
SUVERIC ... 23rd Aug.
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.
For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
Hongkong.
Hongkong, 27th May, 1910. [687]

"INVER" LINE OF STEAMERS, LTD.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship,
"INVERLYDE."
Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.
For Freight apply
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 7th June, 1910. [727]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.	P. & O. S. N. Co.	About 15th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 20th inst. at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porcellus	HAMBURG-AMERICA LINE	About middle of June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	About middle of June.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	To-day, inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Kotika	HAMBURG-AMERICA LINE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k. w.	Ristorcelli	HAMBURG-AMERICA LINE	On 3rd July.
MARSEILLES, &c., VIA PORTS OF CALL.	ARABIA	Ger. str.	—	—	—	On 17th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Dan. str.	—	F. L. Sommer	MESSAGERIES MARITIMES	On 21st inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	Middle of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	E. Malchow	NIPPON YUSEN KAISHA	On 22nd inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	H. Cebel	MELCHERS & Co.	On 6th July, at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	AFRICAN PRINCE	Brit. str.	—	—	—	On 15th inst. at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	INVERLYDE	Brit. str.	—	—	—	On 28th inst.
NEW YORK VIA SUEZ CANAL.	OCEANO	Brit. str.	—	F. W. Davies	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at Noon.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN.	SOVERIC	Brit. str.	—	F. S. Cowley	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN.	ENTREPRENEUR OF CHINA	Brit. str.	—	—	—	On 21st inst. at 4 P.M.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN.	YAMA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 16th Aug. at Noon.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
TACOMA VIA KEELUNG & JAPAN.	TACOMA MARU	Jap. str.	—	H. Yanagimoto	OSAKA SHOKEN KAISHA	On 19th July, at 4 P.M.
CALLAO-IQUIQUE, &c., VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	KUMANO MARU	Jap. str.	—	D. Leuz	MELCHERS & Co.	On 28th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	PRINCE SIGISMUND	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	TAIYUAN	Brit. str.	1 m.	T. Sakine	NIPPON YUSEN KAISHA	On 10th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	To-day, at Noon.
KOBE & YOKOHAMA.	YAWATA MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	To-morrow, at 5 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 28th inst.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at 4 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	F. Wheeler	MELCHERS & Co.	To-day, at 10 A.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	A. Mooker	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	S. Barcham	P. & O. S. N. Co.	To-day, at 5 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	T. Suruga	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 10th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 11th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	Neumann	HAMBURG-AMERICA LINE	On 12th inst. at D'light
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	H. Rohm	MELCHERS & Co.	On 15th inst.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	Sidford	BUTTERFIELD & SWIRE	About 15th inst.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	A. G. Cullitt, R.N.	P. & O. S. N. Co.	On 16th inst. at 4 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	A. Harris	BUTTERFIELD & SWIRE	About 16th inst.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 19th inst. at D'light
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 20th inst. P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 1st July.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	Quick despatch.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	To-day, at 10 A.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 12th inst. at 10 A.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 14th inst. at 10 A.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 10th inst. at 4 P.M.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 14th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 17th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 18th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 14th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	End of June.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	To-morrow, at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 11th inst. at Noon.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	On 14th inst.
YOKOHAMA AND KOBE.	YOSHIDA MARU	Jap. str.	—	—	—	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	"PRINZ EITEL FRIEDRICH"	Wed. day, 15th June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	"ROON"	About 15th June.
MANILA, YAP, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ SIGISMUND"	Saturday, 18th June, at D'light.
YOKOHAMA & KOBE.	"CABLENZ"	About 28th June.
KUDAT & SANDAKAN.	"BORNEO"	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th June, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	On 11th June.
SUVERIC	4,232	F. S. Cowley	On 18th June.
KUMERIC	6,232	J. Mathie	On 5th July.
AYMERIC	4,263	J. Boyd	On 26th July.
SUVERIC	6,232	F. S. Cowley	On 23rd August.

* This Steamer will not call at Shanghai.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings.

Hongkong, 24th May, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA.	"TONKIN"	On 20th June, P.M.
MARSEILLES VIA PORTS.	"YARBA"	On 21st June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 1/2s. up to 271 1/2s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Buildings.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
"EMPERESS OF CHINA" Sat., 25th June	"ALLEN LINE" FRIDAY, 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"EMPERESS OF CHINA" Sat., 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALLEN LINE" FRIDAY, 14th Oct.

* "Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Pacific "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific end on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers ... 243 ...
and let Class Railway ... 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates allowing superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Todder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Hongkong, Madras and Manchin.

THE Steamship.

"LIGHTNING."

Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 9th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 8th June, 1910. [701]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"ASSAYE."

Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 11th June, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's steamer "PERSIA" 7,951 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th May, 1910. [1]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship.

"AFRICAN PRINCE"

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight and Passage apply to
ARNOLD, KARBURG & Co.,
General Agents.
Hongkong, 18th May, 1910. [650]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship.

"BRECONSHIRE"

Captain Tomlinson, will be despatched as above on or about the 26th June.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 31st May, 1910. [700]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT), PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL to PERMAN GULF, RED SEA, BLACK SEA, LEBANT, YENIKOI, and ADRIATIC PORTS).

THE Company's Steamship.

"E. FRANZ FERDINAND."

Captain Cobol, will be despatched as above on TUESDAY, the 26th June.

This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stowaways.

For information as to Passage and Freight, apply to
SANDER, WIEBER & Co.,
Agents,
Princes' Buildings.
Hongkong, 1st June, 1910. [5]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

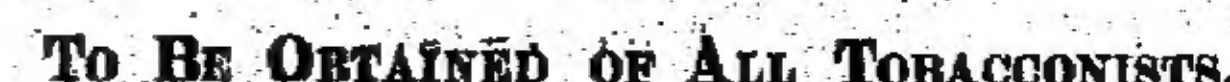
SPECIAL BLEND

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

from London.	
20th and 21st May.	10th Inst.

OF MAY.	FOR	PER	DATE.
Swatow and Shanghai	...	Kwangsang	Wednesday, 8th, 8.00 A.M.
Swatow, Amoy and Ningpo	...	Szechu Maru	Wednesday, 8th, 9.00 A.M.
Halong	...	Hongkong	Wednesday, 8th, 9.00 A.M.
Bangkok	...	Sui Mow	Wednesday, 8th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	...	Yanata Maru	Wednesday, 8th, 11.00 A.M.
Shanghai	...	Kwangtang	Wednesday, 8th, 1.00 P.M.
Macao	...	Sui Tai	Wednesday, 8th, 1.15 P.M.
Shanghai and Kobe	...	Kakata Maru	Wednesday, 8th, 4.00 P.M.
Shanghai	...	Arcadia	Wednesday, 8th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE			
Port Boyard	...	Sui Cheang	Wednesday, 8th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	...	Fuku Maru	Wednesday, 8th, 5.00 P.M.
Singapore, Penang and Calcutta	...	Choshun Maru	Thursday, 9th, 9.00 A.M.
Bangkok	...	Righting	Thursday, 9th, 11.00 A.M.
Macao	...	Sui Tai	Thursday, 9th, 1.00 P.M.
Shanghai	...	Shoohang	Thursday, 9th, 1.15 P.M.
Swatow, Amoy and Foochow	...	Chenan	Thursday, 9th, 3.00 P.M.
Nagasaki, Kobe and Moii	...	Haiyang	Friday, 10th, 9.00 A.M.
	...	Fooksang	Friday, 10th, 11.00 A.M.

SOLE AGENTS FOR SOUTH CHINA:
WILLIAM C. JACK & CO., LTD.
ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.
14 DES VEUZ ROAD CENTRAL.



STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/5	\$10, buyers
China Borneo Company, Limited	50,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provision, Loan & Mortgage Co., Ltd.	60,000	\$1	\$1	\$9, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 130.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$19	\$19	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Lau-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 50	Tls. 100	Tls. 71.
Wing On Cotton Spinning Co., Limited	2,000	Tls. 50	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, sales
DOCKS AND WHARVES.				
Hkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong & Whampoa Dock Co., Ltd.	10,000	\$60	\$60	\$68, sellers
New Amoy Dock Co., Limited	55,700	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122.
Lawrie & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$74, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1074
Hongkong Ice Company, Limited	9,000	\$25	\$25	\$334
Hongkong Rop Company, Limited	5,000	\$25	\$25	\$160, sellers
Hongkong Roe Manufacturing Co., Limited	60,000	\$10	all	\$214, sellers
INSURANCES.				
Caution Insurance Office Co., Limited	10,000	\$250	\$20	\$1715
China Fire Insurance Co., Limited	20,000	\$100	\$50	\$215, buyers
China Trade Insurance Co., Limited	20,000	\$93.33	\$25	\$374
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$347, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Yong Insurance Society, Limited	12,400	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$232.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$29
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$50	\$31, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
Mining.				
Société d'Exploitation des Carrières du Tonkin	16,000	Fcs. 250	all	\$625.
Reich Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$72, sellers
Peak Tramway Co., Limited	50,000	\$10	\$10	\$144, x.d.
Philippine Co., Limited	75,000	\$16	\$16	\$150, x.d., buyers
SUGARERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$170, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers
Robinson Pisco Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Donghai Steamship Co., Limited	20,000	\$50	\$50	\$33, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$29, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	68 sal. 1/10
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$154, sellers
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$244
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sellers
Steam Navigation Company, Limited	20,000	\$5	\$5	\$25, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$5, x.d. sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6, x.d. buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 pref.	\$10	\$4	\$11, sellers
United Waterbat Co., Limited	100,000	\$10	\$10	\$300.
WINE.				
Singapore and Johore	—	—	—	\$20 (Str.)
Balgownie	—	—	—	\$20 (Str.)
Pegohs	—	—	—	\$48 (Str.)
Allagars	—	—	—	6/6
Anglo-Malaya	—	—	—	2/6
Castlefields, fully paid	—	—	—	125/-
Highlands and Lowlands	—	—	—	9/- prem.
Kanungwa	—	—	—	—
Kuala Lumpur	—	—	—	—
Lodbury's	—	—	—	75/-
Linggis	—	—	—	57/6
Sapongs	—	—	—	

	ON LONDON :—	
	Telegraphic Transfer	194
	Bank Bills, on demand	194
	Bank Bills, at 30 days' sight	194
	Bank Bills, at 4 months' sight	194
	Credits, at 4 months' sight	194
	Documentary Bills 4 months' sight	10 1/4
ON	PARIS :—	
	Bank Bills, on demand	227
	Credits, at 4 months' sight	230 1/2
ON	GERMANY :—	
	On demand	164
ON	NEW YORK :—	
	Bank Bills, on demand	433
	Credits, at 60 days' sight	442
ON	BOMBAY :—	
	Telegraphic Transfer	135
	Bank, on demand	135 1/2
ON	CALCUTTA :—	
	Telegraphic Transfer	135
	Bank, on demand	135 1/2
ON	SHANGHAI :—	
	Bank, at sight	74
	Private, 30 days' sight	75 1/2
ON	YOKOHAMA :—On demand	88
ON	MANILA :—On demand—Pesos	38
ON	SINGAPORE :—On demand	76 1/2
ON	BATAVIA :—On demand	107 1/2
ON	HAIPHONG :—On demand	51 1/2 p.m.
ON	AMSTERDAM :—On demand	95 1/2 p.m.
ON	BANKOK :—On demand	95 1/2 p.m.
	SOVEREIGNS, Bank's Buying Rate	\$11.10
	GOLD LEAF, 100 fine, per tael	\$58.20
	SAB SILVER, per oz.	24 1/2

		per cent
Chinese	20 cents pieces	\$8.83 discount
Chinese	10 " "	\$9.28 " " " "
Hongkong	20 " "	\$8.42 " " " "
Hongkong	10 " "	\$9.15 " " " "

**Felten & Guilleaume
Lahmeyer Werke,
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for Direct, Single or Multiphases current, belt-drive, rope-drive or Direct—coupled.
Transformers, Arc Lamps, Meters, Measuring Instruments and Switchboards.
Complete Light and Power Installations of every size and System undertaken.
Prospectus and Estimates Free.

CLARETS AND COGNACS.

FOR AGENCY APPLY TO

HUGO C. A. FROMM,
HAMBURG.

STEAMERS PASSED THE CANAL.
 Mar. 13th.—Hugo, *Nichina Maru*, 17th.
 Nile, *Arabia*, 24th.—Benlarig, *Caracanthia*,
Glamorgynskirr, *Katoen*, *Kintoko*, *Palma*, *Pes-*
ho, *Poono*, *Roon*, *Somali*, *Soyo Maru*, *Yorke*,
Castle, 27th.—*Alexandria*, *Kaga Maru*, *Polyghe-*
mus, *Tonkin*, *Verona*, 31st.—*Brautia*, *Gotha*,
Gosben, *Konang-Bh*, 31st.—*Brasilia*, *St. Jo-*
seph, *Lucia*, *Despatch*, *Manama*, *Selane*,
Sardinia, *Silezia*, *Soyo Maru*, *Toucou*, *Unweri*,
Java.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10a, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.